

Table II-17**Terminal Curbfront Roadway Lane Detail**

| Terminal | Level | First (Inner) Set of Lanes | | | | Second Set of Lanes | | | | Third Set of Lanes | | | |
|----------|-------|----------------------------|---------|---|------------------------------|---------------------|---------|---|------------------------------|--------------------|---------|------------------------------------|------------------------------|
| | | Curb | Through | Vehicle Types | Curb Length (linear feet) | Curb | Through | Vehicle Types | Curb Length (linear feet) | Curb | Through | Vehicle Types | Curb Length (linear feet) |
| 1 | Upper | 2 | 2 | All | 850 | 0 | 2 | All | - | - | - | - | - |
| | Lower | 1 | 1 | City Taxi, Rental Car, Airport Express | 810 | 1 | 1 | Limousine, Sub. Taxi, Coach Bus | 850 | 1 | 3 | Thru-All; Curb-Private Autos | 840 |
| 2 | Upper | 2 | 2 | All | 620 | 0 | 2 | All | - | - | - | - | - |
| | Lower | 1 | 1 | City Taxi, Rental Car, Airport Express | 740 | 1 | 1 | Limousine, Sub. Taxi, Coach Bus | 750 | 1 | 3 | Thru-All; Curb-Private Autos | 750 |
| 3 | Upper | 2 | 2 | All | 950 | 0 | 2 | All | - | - | - | - | - |
| | Lower | 1 | 1 | City Taxi, Rental Car, Airport Express | 1,065 | 1 | 1 | Limousine, Sub. Taxi, Coach Bus | 950 | 1 | 3 | Thru-All; Curb-Private Autos | 950 |
| 5 | Upper | 1 | 3 | All | 610 | - | - | - | - | - | - | - | - |
| | Lower | 1 | 1 | City Taxi, Sub. Taxi, Limousine, Airport Express | 710 | 1 | 3 | Rental Car, Coach Bus, Private Auto | 775 | - | - | - | - |

Note: On both the upper and lower level roadways, the through-traffic lane adjacent to the curbside loading lane is typically used for circulation between the curb and the through-traffic lanes.

Source: Ricondo & Associates, Inc., Field Survey, June 3, 2003.
Prepared by: Ricondo & Associates, Inc.

5,985 square-foot indoor transportation center (Building 412) supports this curbside. Configured similar to a bus terminal, the area provides seating for passengers waiting for transportation, a ticket counter for the ground transportation companies, and food/beverage concessions.

Curbside data, including vehicle volumes, vehicle classifications, and dwell times, were collected during a field survey effort conducted during peak travel times from Wednesday, April 17, 2002, to Friday, April 19, 2002, and Wednesday, April 24, 2002, to Friday, April 26, 2002. The results of this survey effort are documented in the *2002 Surface Transportation Survey*.

2.7.2 Public Parking

O'Hare provides several options for public parking: short-term hourly for meeter/greeters picking-up and dropping-off passengers, daily parking, long-term parking, and valet parking for airline passengers. The various parking areas at the Airport are depicted on **Exhibits II-58** and **II-59**.

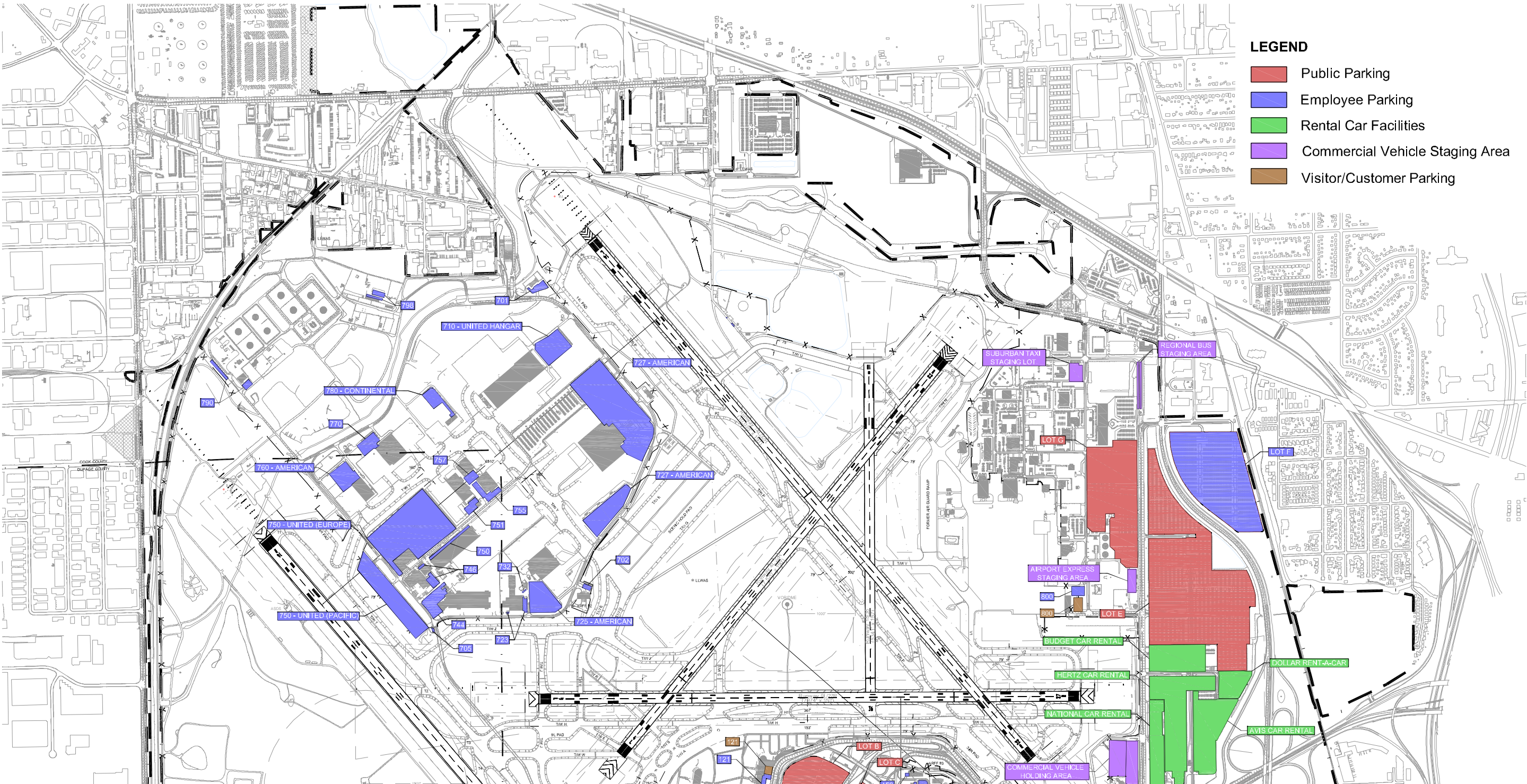
The Terminal Core Area accommodates short-term parking in three lots: Lot A (the EPS), Lot B (surface lot), and Lot C (surface lot). The first level of the EPS accommodates valet parking and hourly parking (i.e., a lot with a fee structure favoring meeters/greeters). Daily parking for airline passengers is provided in levels two through six of the EPS and in Lots B and C. Short-term public parking is also provided at Terminal 5 in a surface lot, Lot D. Lots E and G accommodate long-term economy parking. Prior to September 11, 2001, long-term economy parking was provided in Lots E and F. Due to the drop in parking demand following September 11, 2001, Lot F has been closed. As parking demand has returned, Lot G was opened in early 2002. This lot is located on the former military site and is closer to the Lot E ATS Station than Lot F. Lot F now accommodates employee parking and rental car storage.

The capacity of the O'Hare parking system fluctuated as a result of a drop in parking demand following September 11, 2001, and subsequent changes in long-term parking, as listed in **Table II-18**.

Parking lot occupancy rates in the on-Airport parking lots were collected as part of the *2002 Surface Transportation Survey*. A parking facility that is 90 percent occupied is considered at capacity because of the difficulty of finding space during periods of high occupancy. Overall, the system operated at 75 percent capacity in April 2002, with empty spaces available in short-term and long-term parking. Based on the 90 percent occupancy guideline, the parking system is currently under capacity.

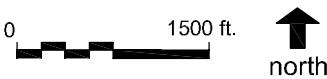
The off-Airport parking lot occupancy rates were estimated on Wednesday, April 17, 2002. Capacities were obtained from the *1997 Ground Access Survey*.⁷ Based on the April 17, 2002 field survey, the lots appear to be the same size as they were in 1997. **Table II-19** identifies the estimated capacities and occupancy rates for these lots.

⁷ *Chicago O'Hare International Airport, 1997 Ground Access Survey, Technical Memorandum, Summary of Data Collection and Analysis of Survey Results*, Barton-Aschman and Associates, 1997.

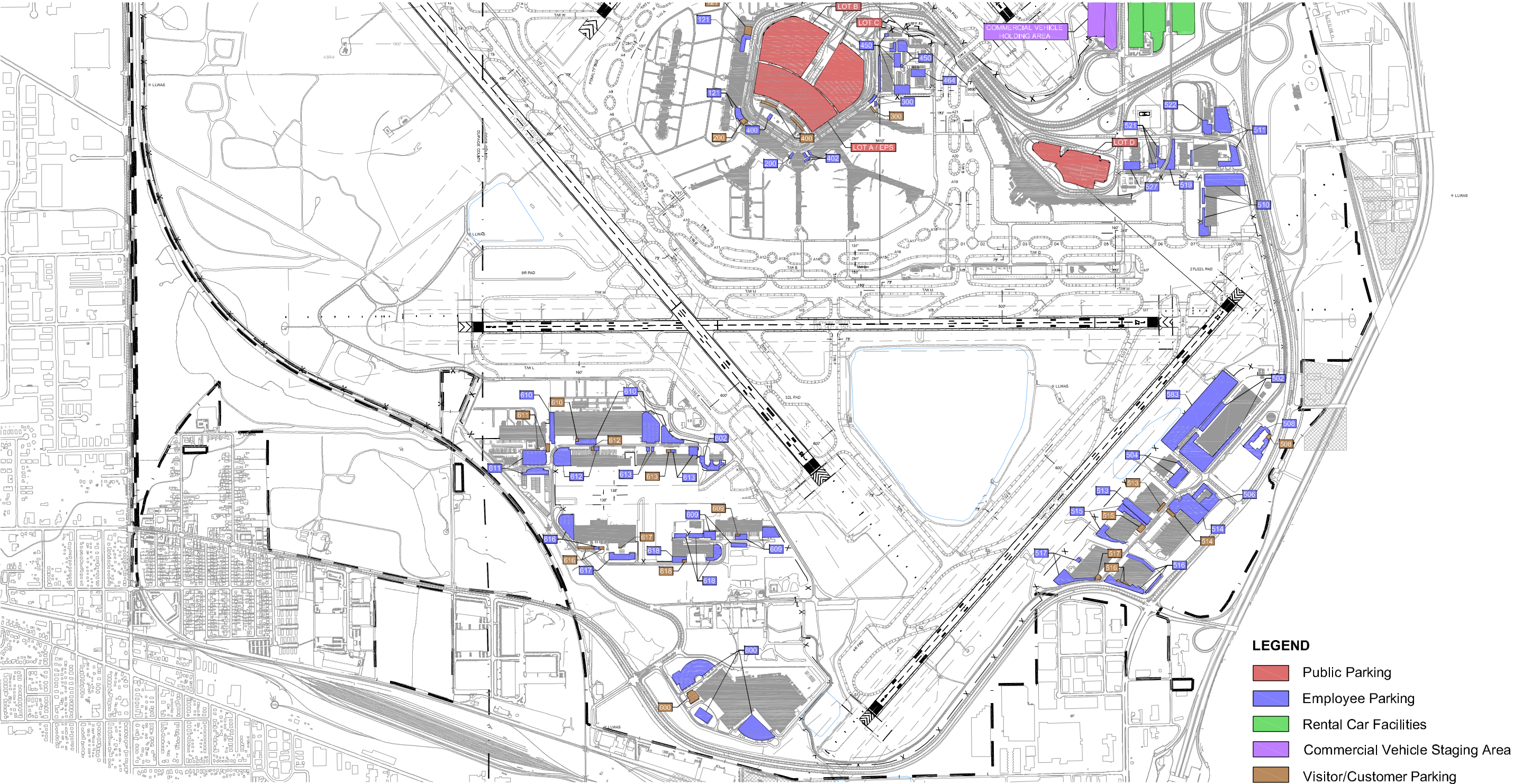


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit II-58

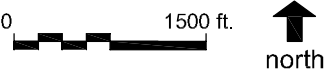


On-Airport Parking
(North)



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit II-59



**On-Airport Parking
(South)**

Table II-18**Public Parking Lots Capacity**

| Lot | Pre-9/11 Capacity ^{1/} | 2002 Capacity ^{2/} |
|-----------|---------------------------------|-----------------------------|
| Lot A/EPS | 9,207 | 9,207 |
| Lot B | 1,648 | 1,648 |
| Lot C | 1,175 | 1,175 |
| Lot D | 937 | 937 |
| Lot E | 6,878 | 6,878 |
| Lot F | 3,118 | 0 |
| Lot G | <u>0</u> | <u>2,714</u> |
| Total | 22,963 | 22,559 |

1/ Prior to September 11, 2001, Lot F was open and Lot G had not been opened.

2/ Following September 11, 2001, Lot F was closed due to a drop in parking demand. Lot G was subsequently opened during the first quarter of 2002.

Source: *Final Environmental Assessment, Chicago O'Hare International Airport, World Gateway Program and Other Capital Improvements*, Table 2-7: Public Parking Summary, February 8, 2003; Standard Parking (Wayne Lisinski, August 14, 2002).
Prepared by: Kimley-Horn and Associates, Inc.

Table II-19**Off-Airport Parking Lots Capacity and Occupancy Rates**

| Location | Type | Capacity | Estimated Percent Occupied |
|--|-------------------------|------------|----------------------------|
| Park-n-Jet, Schiller Park | Surface-Valet/Self-Park | 162 | 70% |
| Thrifty Airport Parking, Schiller Park | Surface-Valet | 340 | 70% |
| Avistar, Franklin Park | Surface/Garage | <u>750</u> | 50% |
| Total | | 1,252 | |

Source: Type and Capacity - *Chicago O'Hare International Airport, 1997 Ground Access Survey, Technical Memorandum, Summary of Data Collection and Analysis of Survey Results*, Barton-Aschman and Associates, 1997; 2002 Estimated Percent Occupancy - Kimley-Horn and Associates, Inc., Field Survey, April 17, 2002.
Prepared by: Kimley-Horn and Associates, Inc.

2.7.3 Employee Parking

Employee parking lots are dispersed throughout the Airport. Employees working in the terminals primarily park in various lots in the Northwest Maintenance Area and in the employee lot west of the AMC Building in the Southeast Services Area and are bused from these lots to the terminals. Exhibits II-58 and II-59 identify the locations of the employee parking lots. It is noted that some of the parking stalls included in the employee parking lot inventory may accommodate public parking for visitors accessing an on-Airport facility other than the Terminals.

An inventory of employee parking lots was conducted based on aerial photography for all Airport facilities.^{8,9} This inventory also included an estimate for the Northwest Maintenance Area of employees working in the terminals versus those working in the Northwest Maintenance Area itself.^{10,11} This separation of employee destination on-Airport, contained in **Table II-20**, provides an operational understanding of how the parking lots relate to the various areas of the Airport.

In total, there are approximately 16,720 stalls at the Airport dedicated to employee parking. Table II-20 also includes the average area per stall by lot. Considering the Airport in total, approximately 335 square feet per stall is provided for employee parking. This number includes circulation, landscaping, etc.

Occupancy counts in the primary employee parking lots were performed during the 12:30 p.m. to 2:00 p.m. shift change period on Wednesday, April 17, 2002. These results are contained in the *2002 Surface Transportation Survey*. These results indicate that, as a whole, the employee parking lots are approximately 83 percent occupied during the shift change period.

2.7.4 Rental Car Facilities

Five rental car companies have on-Airport facilities at O'Hare: Avis, Budget, Dollar, Hertz, and National. Currently, all on-Airport rental car companies have exclusive ticket counters in each of the terminal buildings (except Terminal 5) and individual rental car storage, ready/return areas, and maintenance/cleaning facilities on the east side of Bessie Coleman Drive, south of Lot E, as depicted in Exhibit II-58.

Passengers are transported between the rental car facilities and the terminal buildings by shuttle buses that drop-off passengers along the upper level roadway and pick-up passengers in the inner commercial vehicle lanes of the lower level roadway. Each rental car company operates its own shuttle bus service.

⁸ City of Chicago, Aerial Photograph of Chicago O'Hare International Airport, November 20, 2001.

⁹ Subsequent to the inventory of August 2001 conditions, TSA employees became a significant part of the O'Hare employee population in 2002, approximately 2000 TSA employees parked in Lot F.

¹⁰ Per American Airlines (J. Kozakis, August 5, 2002), approximately 25 percent of the parking stalls at Buildings 723, 725, and 727 support employees working in the Northwest Maintenance Area and 75 percent support employees working in the terminals and flight crews.

¹¹ Per United Airlines (T. Brown, August 23, 2002), approximately 5-10 percent of the parking stalls at Building 750 support employees working in the Northwest Maintenance Area and 90-95 percent support employees working in the terminals and flight crews.

Table II-20**Employee Parking Inventory**

| Building No. | Building Name/ Description | Leased to/Occupant(s) | Number of Employee Parking Stalls | Employee Parking Area (square feet) | Area per Stall (square feet per stall) |
|--|----------------------------|---|-----------------------------------|-------------------------------------|--|
| <i>East Cargo Area</i> | | | | | |
| 510 | Cargo | Department of Aviation (formerly Lynx Cargo) | 330 | 142,747 | 433 |
| 511 | Flight Kitchen | Sky Chef Flight Kitchen | 365 | 130,808 | 358 |
| 519 | Warehouse/Police | Department of Aviation | 80 | 29,594 | 370 |
| 521 | FBO Terminal | Signature Flight Services | 70 | 23,194 | 331 |
| 522 | ATS Maintenance | City of Chicago/OATS | 64 | 28,307 | 442 |
| 527 | Cargo | Delta Air Freight | <u>87</u> | <u>29,912</u> | <u>344</u> |
| <i>Subtotal:</i> | | | 996 | 384,562 | 386 |
| <i>Northwest Maintenance Area^{1/}</i> | | | | | |
| 701 | Comm. Service Center | Department of Aviation | 65 | 24,237 | 373 |
| 702 | A.R.F.F. Station #2 | Fire Department | 29 | 8,014 | 276 |
| 705 | Guard Post #2 | Department of Aviation | 6 | 1,538 | 256 |
| 710 | Aircraft Maintenance | United Airlines | 424 | 152,919 | 361 |
| 723 ^{2/} | GSE Maintenance | American Airlines | 11 | 3,215 | 292 |
| 725 ^{2/} | Hangar #2 | American Airlines | 104 | 40,322 | 388 |
| 727 ^{2/} | Hangar #1 | American Airlines | 894 | 243,291 | 272 |
| 744 | GSE Maintenance | United Airlines | 200 | 73,310 | 367 |
| 746 | UAL Offices | United Airlines | 79 | 26,049 | 330 |
| 750 ^{3/} | Hangar 5/5A | United Airlines | 299 | 89,265 | 299 |
| 751 | Aircraft Maintenance | Delta Air Lines | 68 | 22,470 | 330 |
| 755 | Aircraft Maintenance | Northwest Airlines | 90 | 39,920 | 444 |
| 757 | Aircraft Maintenance | United Airlines | 54 | 23,438 | 434 |
| 760 | Aircraft Maintenance | Northwest/American Airlines | 404 | 101,859 | 252 |
| 770 | Aircraft Maintenance | United Airlines | 194 | 58,793 | 303 |
| 780 | GSE Maintenance | Continental Airlines | 190 | 60,355 | 318 |
| 704 | A.R.F.F. Pump House | Fire Department | 5 | 1,157 | 231 |
| 732 | Fire Pump House | American Airlines | <u>5</u> | <u>1,015</u> | <u>203</u> |
| <i>Subtotal:</i> | | | 3,121 | 971,167 | 311 |
| <i>Southeast Services Area</i> | | | | | |
| 502 | AMC Building | Department of Aviation | 413 | 185,761 | 450 |
| 504 | Flight Kitchen | Gate Gourmet | 144 | 46,633 | 324 |
| 506 | Airport Maintenance | Department of Aviation | 130 | 60,199 | 463 |
| 508 | Central Field Office | Department of Aviation | 140 | 57,474 | 411 |
| 513 | Cargo | BAX Global | 169 | 54,651 | 323 |

(Table continued on next page)

Table II-20 (Continued)

| Building No. | Building Name/ Description | Leased to/Occupant(s) | Number of Employee Parking Stalls | Employee Parking Area (square feet) | Area per Stall (square feet per stall) |
|---|----------------------------|------------------------------|-----------------------------------|-------------------------------------|--|
| 514 | U.S. Post Office | U.S. Postal Service | 338 | 132,877 | 393 |
| 515 | Cargo | DHL/Air Canada | 166 | 66,872 | 403 |
| 516 | Cargo | JAL/EVA World Cargo/BA Cargo | 193 | 69,703 | 361 |
| 517 | Cargo | Korean Air Cargo | <u>196</u> | <u>56,066</u> | <u>286</u> |
| <i>Subtotal:</i> | | | 1,889 | 730,246 | 387 |
| <i>Southwest Cargo Area</i> | | | | | |
| 600 | U.S. Post Office | U.S. Postal Service | 1,492 | 629,808 ^{4/} | 422 |
| 602 | A.R.F.F. Station #1 | Fire Department | 51 | 31,449 | 617 |
| 609 | Cargo | United Airlines | 180 | 75,627 | 420 |
| 610 | Cargo | United Airlines | 400 | 114,700 | 287 |
| 611 | Cargo | FedEx | 300 | 142,290 | 474 |
| 612 | Cargo | FedEx | 183 | 65,943 | 360 |
| 613 | Cargo | Northwest Airlines/NCA | 54 | 26,035 | 482 |
| 616 | Cargo | Lufthansa | 180 | 63,782 | 354 |
| 617 | Cargo | Air France | 92 | 37,337 | 406 |
| 618 | Cargo | KLM Royal Dutch | <u>181</u> | <u>66,190</u> | <u>366</u> |
| <i>Subtotal:</i> | | | 3,113 | 1,253,161 | 403 |
| <i>Parking for Employees working in the Terminal Areas^{5/}</i> | | | | | |
| 583 | Employee Parking | Dept. of Aviation (AMC Lot) | 1,134 | 375,132 | 331 |
| 723 ^{2/} | Employee Parking | American Airlines | 33 | 9,644 | 292 |
| 725 ^{2/} | Employee Parking | American Airlines | 312 | 120,965 | 388 |
| 727 ^{2/} | Employee Parking | American Airlines | 2,683 | 729,872 | 272 |
| 750 ^{3/} | Employee Parking | United Airlines | <u>3,439</u> | <u>1,026,547</u> | <u>299</u> |
| <i>Subtotal:</i> | | | 7,601 | 2,262,160 | 298 |
| Total | | | 16,720 | 5,601,296 | 335 |

1/ Only includes parking stalls supporting employees working in the Northwest Maintenance Area.

2/ Per American Airlines (J. Kozakis, August 5, 2002), approximately 25 percent of the parking stalls at Buildings 723, 725, and 727 support employees working in the Northwest Maintenance Area and 75 percent support employees working in the terminals and flight crews.

3/ Per United Airlines (T. Brown, August 23, 2002), approximately 5-10 percent of the parking stalls at Building 750 support employees working in the Northwest Maintenance Area and 90-95 percent support employees working in the terminals and flight crews.

4/ Building 600's employee parking area consists of 436,960 square feet in a four-level parking structure and 192,848 square feet in a surface parking lot.

5/ Only includes stalls supporting employees working in the terminals. These employees are bused from these remote parking lots to the terminal area.

Sources: Ricondo & Associates, Inc., compiled 2002 data from DOA Properties and Real Estate, Lease Exhibits, and Aerial Photographs.
Prepared by: Ricondo & Associates, Inc.

Multiple off-Airport rental car companies operate at the Airport. These companies are permitted access to the Bus/Shuttle Center curbside for passenger loading. Two of the off-Airport operators, Enterprise and Thrifty, lease ticket counter space in the terminals. This lease agreement includes access to the commercial vehicle lanes of the lower level roadway for passenger loading.

On-Airport rental car facilities are detailed in **Table II-21**.

Table II-21

Rental Car Facilities Inventory

| Building Number | Building Name/ Description | Occupants/ Leased To | Total Site Area (sf) | Building Area (sf) |
|-----------------|-------------------------------------|----------------------|----------------------|--------------------|
| 564 | Avis Car Rental Check-in | Avis Car Rental | 478,607 | 6,950 |
| 568 | Avis Gas Island | Avis Car Rental | - ^{1/} | 5,279 |
| 574 | Avis Administration and Maintenance | Avis Car Rental | - ^{1/} | 13,155 |
| 580 | Budget Car Rental Administration | Budget Car Rental | 327,051 | 17,976 |
| 569 | Dollar Rent-a-Car | Dollar Rent-a-Car | 163,251 | 2,284 |
| 562 | Hertz Check-in and Administration | Hertz Car Rental | 679,757 | 34,840 |
| 566 | Hertz Gas Island | Hertz Car Rental | - ^{2/} | 4,997 |
| 572 | Hertz Maintenance | Hertz Car Rental | - ^{2/} | 15,752 |
| 560 | National Car Rental Maintenance | National Car Rental | 278,835 | 7,130 |
| 570 | National Car Rental Administration | National Car Rental | - ^{3/} | 5,847 |

1/ Total site area for Buildings 564, 568, and 574 (all leased by Avis Car Rental) is listed under Building 564.

2/ Total site area for Buildings 562, 566, and 572 (all leased by Hertz Car Rental) is listed under Building 562.

3/ Total site area for Buildings 560 and 570 (leased by National Car Rental) is listed under Building 560.

Sources: Ricondo & Associates, Inc., compiled 2002 data from DOA Properties and Real Estate, Lease Exhibits, and Aerial Photographs.
Prepared by: Ricondo & Associates, Inc.

2.7.5 Commercial Vehicle Staging Areas

Staging areas for commercial vehicles, including taxis, limousines, regional buses, and shuttle buses, are provided in the Northeast Quadrant of the Airport, primarily along Bessie Coleman Drive. The staging areas are depicted in Exhibit II-58, and discussed below:

- *The Commercial Vehicle Holding Area (CVHA)* is located on the west side of Bessie Coleman Drive, north of I-190. The CVHA serves as a holding area for limousines (eastern portion of lot) and City taxis (western portion of lot) that are waiting to pick-up passengers at the terminal curbsides. One structure, Building 524, is located within the CVHA. It provides an area for commercial vehicle drivers to purchase tax stamps and has a booth that controls access between the CVHA and the terminal curbsides. Taxis and limousines destined for the Terminal Core Area exit the CVHA and follow Commercial Vehicle Road, a roadway exclusively dedicated to taxi and limousine access to the Terminal Core Area curbsides from the CVHA. Vehicles destined for Terminal 5 exit the CVHA onto Bessie Coleman Drive and proceed to the Terminal 5 curbside. The CVHA is estimated as being

able to accommodate 450 City taxis and 225 limousines, in a total area of approximately 251,250 square feet, or 5.8 acres.¹²

- *Suburban taxi staging* is provided in a parking lot on the former military site. The 51,300-acre lot has 140 spaces, 14 of which accommodate oversized vehicles.
- *Regional bus staging* is provided along the east and west sides of the northern portion of Bessie Coleman Drive, between Johnson Road and Zemke Road, at the northern end of the former military site. It is estimated that approximately 700 feet along each side of the road is available for bus staging. Assuming 72-foot bus lengths, approximately 18 buses can park in this area.
- *Airport Express shuttle staging* is provided for companies under contract to the City of Chicago to operate exclusive shuttle bus service. Operators of this service are provided on-Airport staging area along the west side of Bessie Coleman Drive. The area of this lot is 43,660 square feet.

2.7.6 Railroads

Three Class I freight railroads own and operate rail services on tracks abutting O'Hare, as depicted on Exhibit II-56.

Along the east side of O'Hare, the Canadian National Railroad has a double track mainline leading to its yard in Franklin Park southeast of the Airport. This track serves northern Illinois and Wisconsin. Metra operates its North Central Line passenger commuter railroad service on this line, which includes the stop at the O'Hare Transfer Station adjacent to Lot F, east of the intersection of Mannheim Road and Zemke Road.

Along the west and north sides of the Airport, the Union Pacific Railroad has a double track mainline leading to its Proviso yard in Northlake. This line provides service to northern and western Illinois and Wisconsin. Also along the west and north sides of the Airport, the Canadian Pacific Railroad has a double track mainline leading to its yard in Bensenville and Franklin Park, south of the Airport. The Canadian Pacific and Union Pacific share rail lines along the northwest side of the Airport, on which the Canadian Pacific operates under a shared track rights agreement with Union Pacific.

North of the Airport in Des Plaines, the Union Pacific, Canadian Pacific, and Metra Northwest Line tracks cross at the DuVal interlocking. South of the Airport, Canadian Pacific, and Metra tracks cross at an interlocking in Bensenville.

West of the Airport, railroad service to the Elk Grove Village industrial park is provided from the Canadian Pacific Railroad tracks via an at-grade crossing on York Road north of Thorndale Avenue.

2.7.7 Public Transit

Three public transit services provide transportation to O'Hare: the CTA train, Pace suburban bus, and Metra commuter rail. All three services are divisions of the Regional Transit Authority. Locations of on-Airport connections to public transit services are shown in **Exhibit II-60**.

¹² The taxi holding area capacity estimate is based on an assumed vehicle length of 22 feet.